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MANCHURIA; WHERE EAST MEETS WEST

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MANCHURIA

where East *meets* West

NORTH MAUSOLEUM
Near Mukden, Manchuria

SOUTH MANCHURIA RAILWAY

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COPIES of this booklet and further information regarding Manchuria and its transportation, industrial, agricultural and financial opportunities and facilities may be obtained by addressing the American Office of the South Manchuria Railway Company.

The American Office also has two reels of interesting and enlightening pictures showing the intermingled Oriental life and modern development of Manchuria. They show Manchuria at work and Manchuria at play. This film, requiring about a half-hour to show, is made for the standard American machine. It will be lent to organizations or societies free of charge, except transportation cost. If you wish to borrow this film, or if you wish literature concerning Manchuria, write to the American Office.

SOUTH MANCHURIA RAILWAY COMPANY

Head Office
DAIREN, MANCHURIA

Branch Office
TOKYO, JAPAN

American Office
111 BROADWAY, NEW YORK CITY

American Representative—KINUJI KOBAYASHI

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MANCHURIA

where East *meets* West

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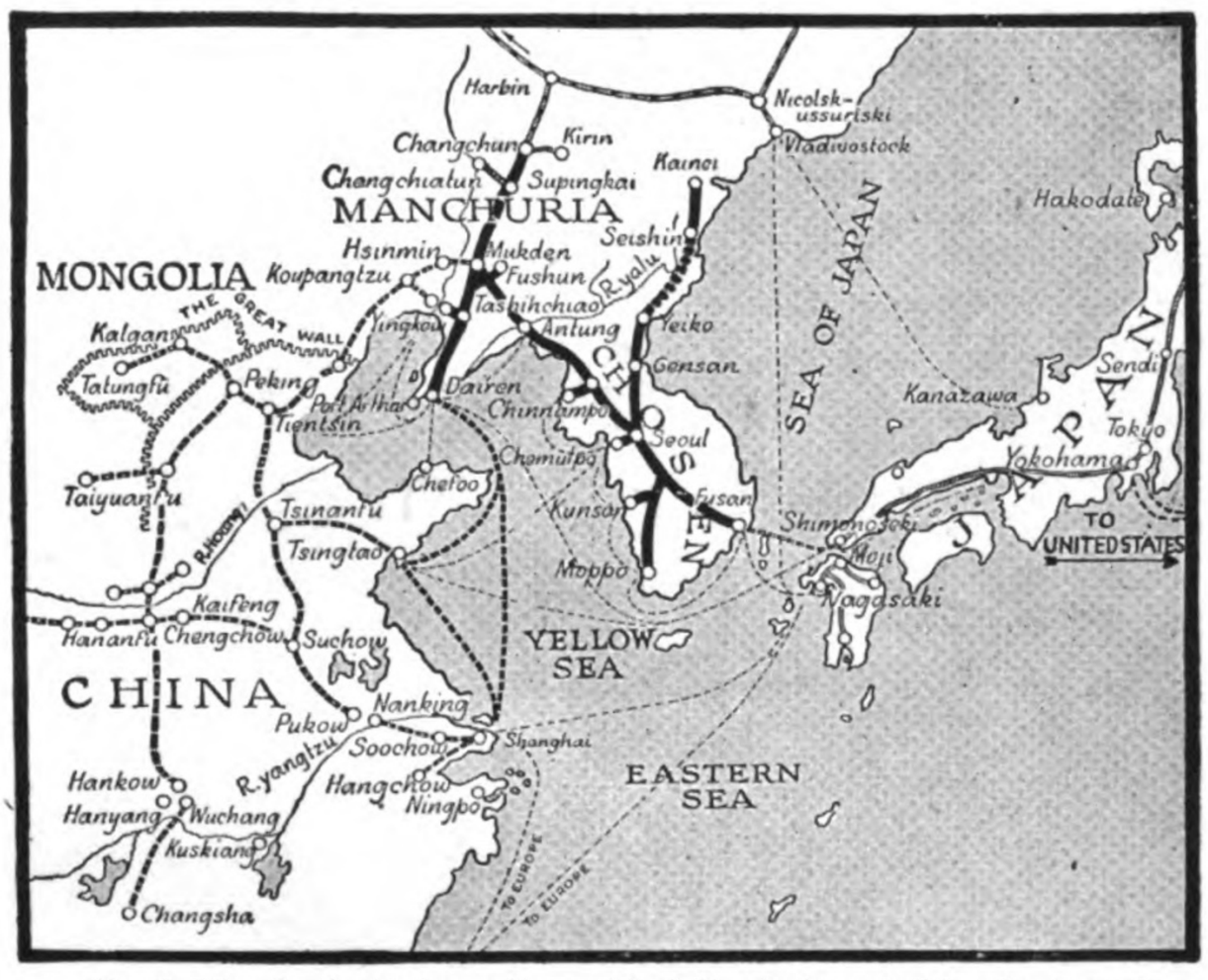

South Manchuria Railway (heavy black lines) through Manchuria and Chosen (Korea), connecting with Chinese and Japanese rail and coast-wise lines, and ocean routes to Europe and the United States.

SOUTH MANCHURIA RAILWAY

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Manchuria

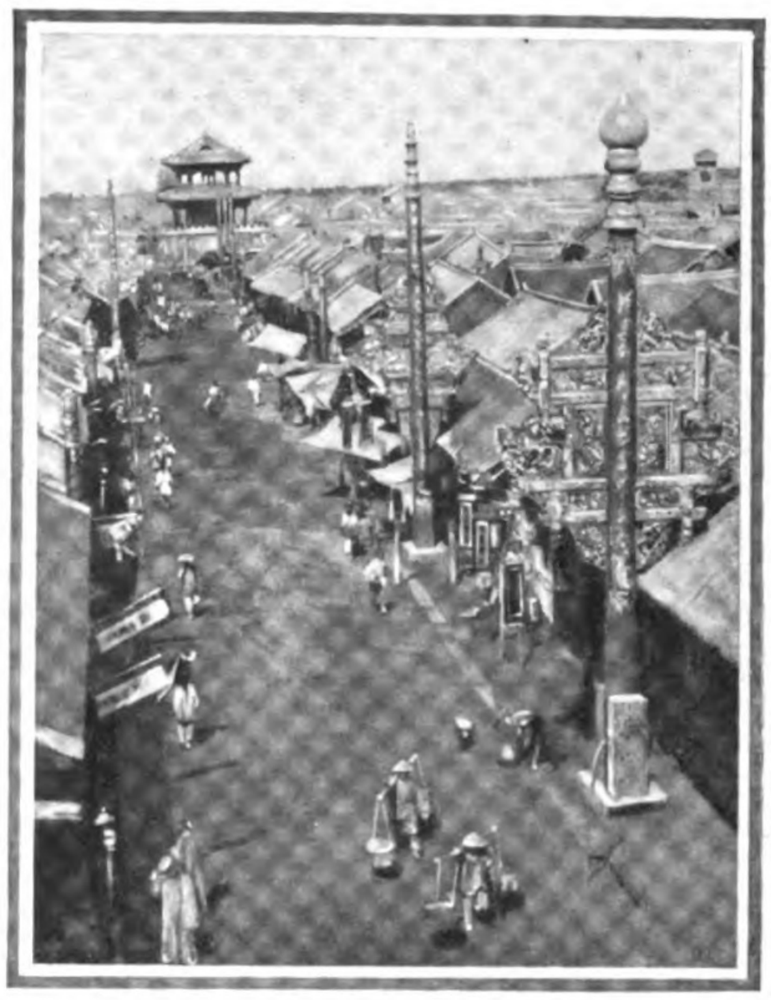
Mausoleum, near Mukden

MANCHURIA—the three northeastern provinces of China—is a land of great material resources which have only begun to be developed. The area is, in round numbers, 365,000 square miles and the population is about 25,000,000. It is a land where the people and resources of the East meet the machinery and modern methods of the West. The result is a land of opportunity—not alone for the people of Manchuria and nearby regions, but for all the world.

Manchuria holds a place of particular international interest. This ancient land was the home of the founders of the Manchu Dynasty, China's last line of emperors. In 1644 the first of the Manchu emperors, Shun Chih, moved from his Manchurian capital, Mukden, to Peking. Hsuan Tung, last of the Manchu Dynasty, abdicated in 1912, upon the establishment of the Republic of China.

In 1898 Russia leased from China for twenty-five years the Kwantung Province—the tip-end of the Liaotung Peninsula—and narrow strips of land on which she laid the foundation of important modern cities, and built the South Manchuria Railway. This railway has since been developed as an important branch of the world's great system of travel and transportation. Manchuria now has better railway facilities than any other part of China.

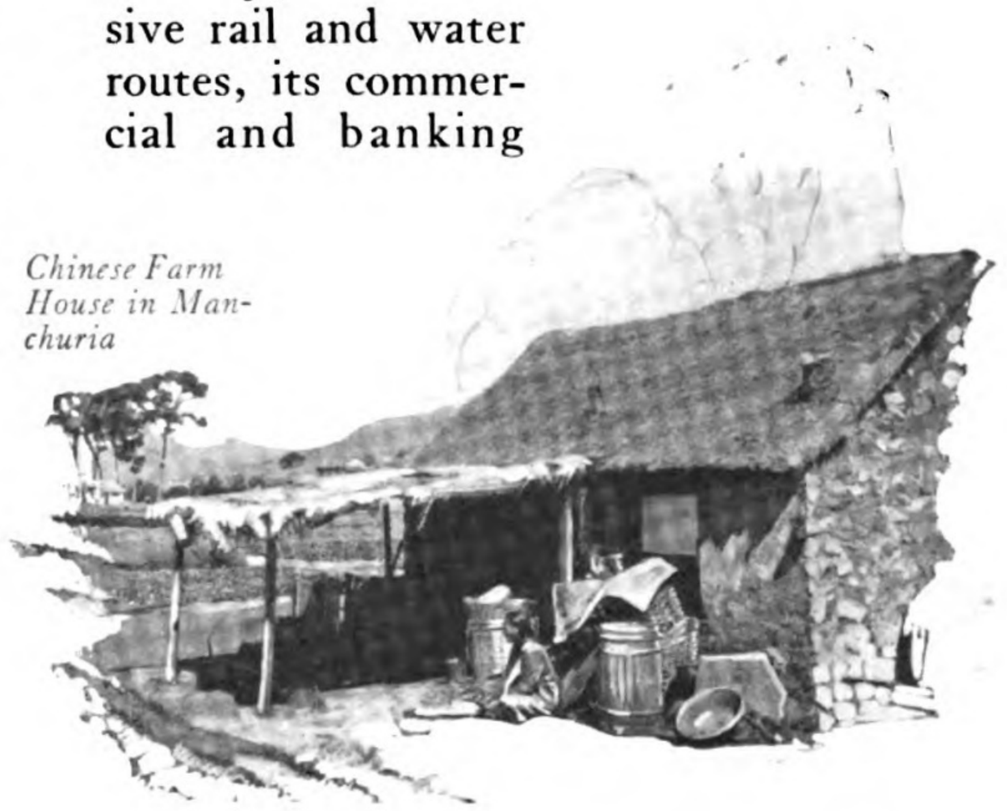
The Russo-Japanese War (1904-5) was fought chiefly in South Manchuria. By the treaty signed in Portsmouth, N. H., Japan succeeded to the Russian leases, which were later extended by treaty with China to 99 years. The South Manchuria Railway Company was organized in 1906. The railway



View from old City Wall toward Bell Tower in the Chinese section of Mukden

was changed to standard gauge and has been patterned after the leading railways of the United States. It uses the same types of powerful locomotives and comfortable Pullmans. Its trains are the finest in Asia.

These are a few of the international features of Manchuria. The ports of the country, its extensive rail and water routes, its commercial and banking



Chinese Farm House in Manchuria

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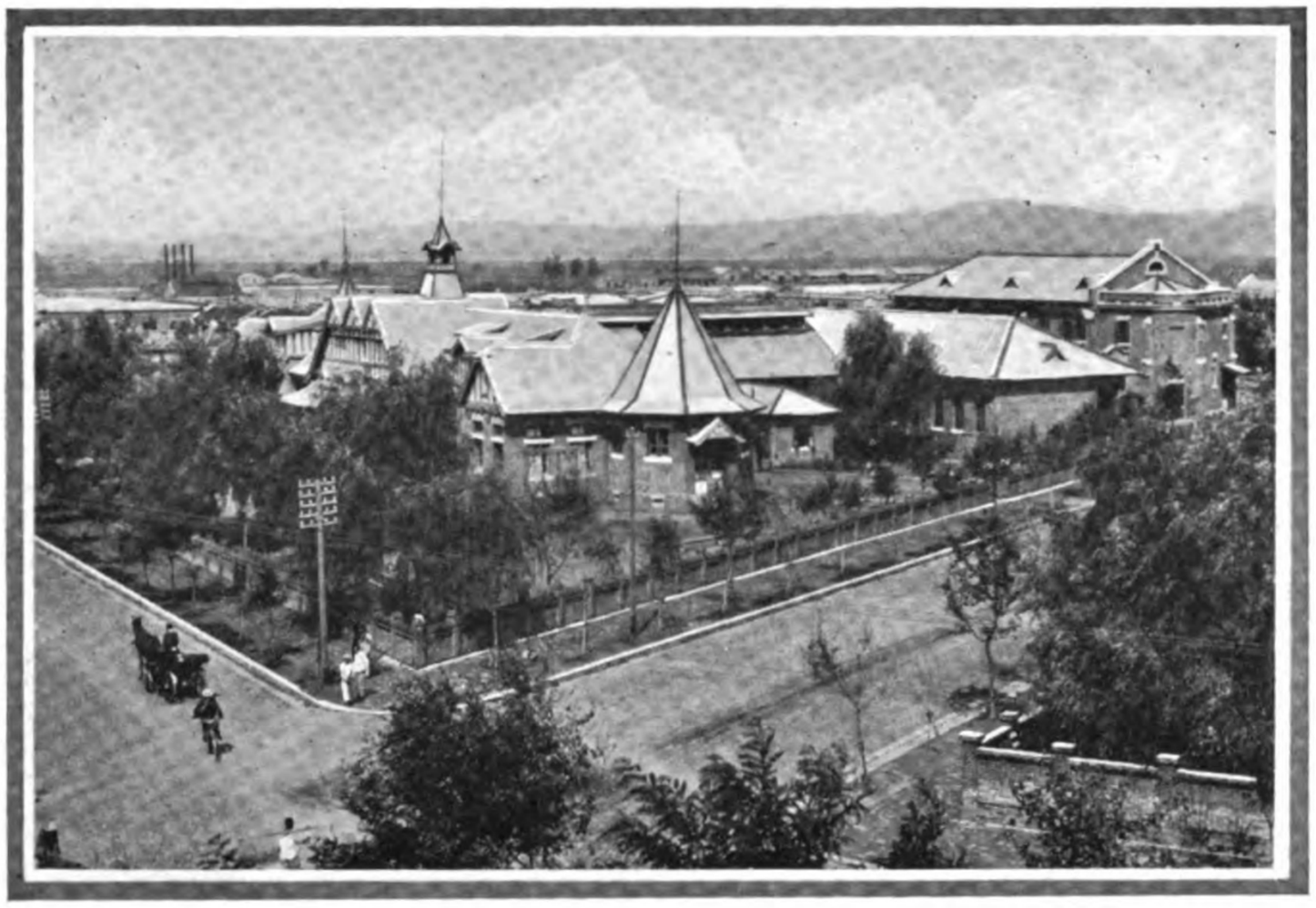

Elementary School at Fushun, for children of the colliery employees and others

facilities, and its rapidly growing markets—all are at the service of the merchants and manufacturers and traders of the world, without discrimination.

Manchuria is conspicuous for its agricultural, commercial and industrial development. The rise of the soya bean to a place of prominence in the world's trade and the new vitality which this humble little bean has brought to its ancient homeland form one of of the industrial romances of the world. Purchases of bean oil by the United States have been one of the main factors in development of this trade.

Manchuria's exports are chiefly raw or semi-manufactured materials, among which wild silk, furs and hides, and lumber are also prominent. The imports are principally manufactured goods—cotton goods and other fabrics, metals and machinery, bags, kerosene and tobacco.

In 1908, two years after the South Manchuria Railway Company was organized, the total foreign trade of the country was, in round numbers, $65,000,000. Now, each year, it runs into the hundreds of millions. This railway alone has purchased more than $75,000,000 worth of American materials and equipment, and every year brings large new orders.

Mukden, Harbin and Dairen are the largest cities of Manchuria. Dairen, in the extreme south, is the center of the bean oil industry and the second port of China in volume of foreign trade. Harbin is the trade and transportation center of North Manchuria. The ancient capital, Mukden, has become an important center of trade and transportation. Changchun, where the South Manchuria Railway meets the Chinese Eastern, is another thriving market. Anshan is noted for its modern steel and iron works, and at Fushun, near Mukden, rich coal deposits, with seams from 50 to 430 feet thick, are being worked. The center of the lumber and wild silk trade is Antung, near the mouth of the Yalu River.

The lure of Manchuria has been described by a magazine writer as follows: "To those even with a slight knowledge of the past glory of the races of Manchuria (Tartars, Mongols and Manchus), the country stimulates temptation to rove and wander, while students of economics and practical business men see in it a profitable field for study and enterprise."

Bank of Chosen, Dairen

Central Circle, Dairen

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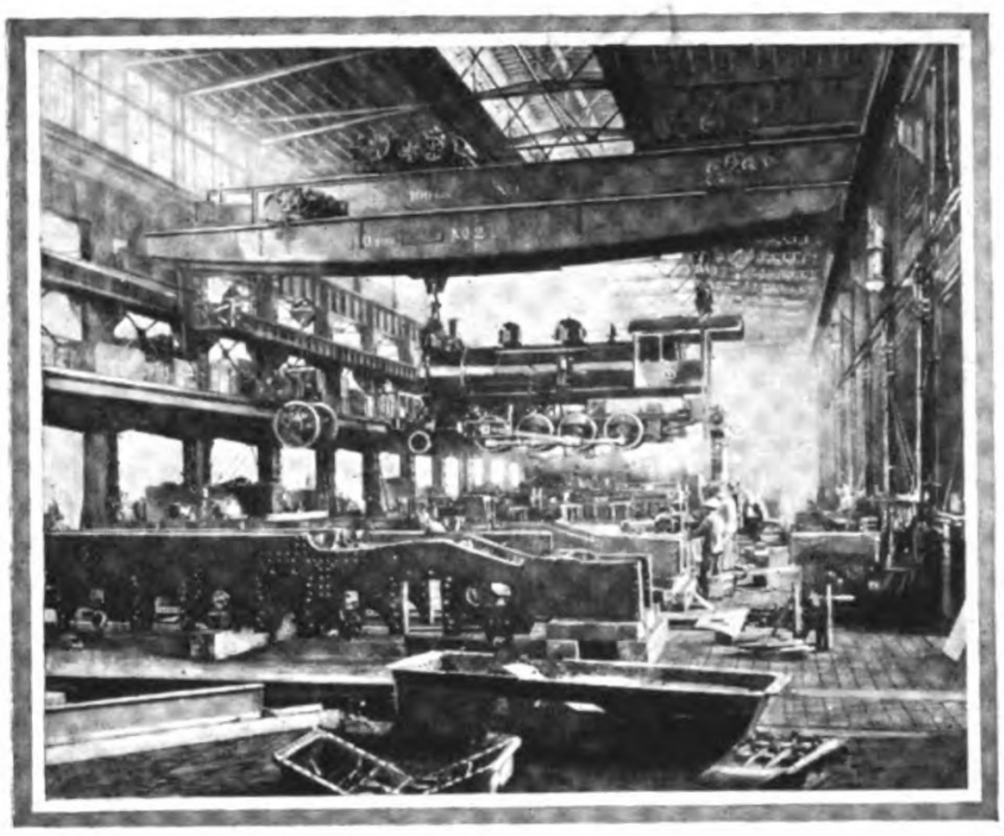
Railway



Locomotive shop, Shakako Workshops, S. M. R. Co., near Dairen

THE chief factor in the development of South Manchuria to its present position in industry and trade has been the South Manchuria Railway. This railway in Manchuria and Korea completes the shortest route between Tokyo and Peking, the two great capitals of the Orient.

The South Manchuria Railway has been described as "a great adventure in colonial development." A well known world traveler recently said in the *Saturday Evening Post*, "The South Manchuria Railway has become a mighty empire builder, with a story as romantic as that of the Union Pacific or the Canadian Pacific."

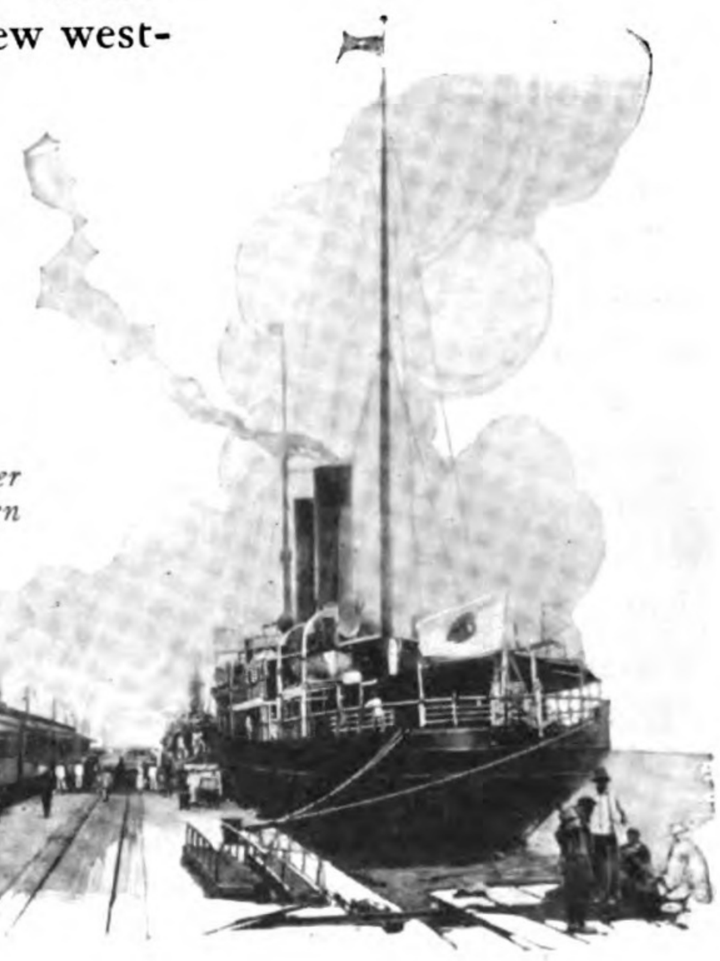
"The whole story reads like one from the Arabian Nights as though some one had rubbed Aladdin's wonderful lamp," says another writer in a national financial review. After telling about the development of the soya bean market, and the coal and iron mines, this writer says:

"And besides these amazing things, and the fishing village transformed into a modern city, the harbor full of busy shipping from over the world, and the railway that operates a solid Pullman excess-fare limited rivalling the luxury of the 'Twentieth Century Limited' —there are still other achievements. There is a chain of Yamato Hotels, modelled after the best in Europe and America, with seaside resorts and a golf course; a complete school system where Chinese and Japanese children are taught side by side; modern hospitals and a medical college at Mukden; circulating libraries that go wherever the Baldwin locomotives go; model factory towns like the best in England; and agricultural experiment stations that make two blades of wheat grow where none grew before."

Along the line of the railway there have sprung up modern cities. These settlements within the railway zone, built and developed by the South Manchuria Railway Company, are amazingly like new west-

South Manchuria Railway Station, Mukden. The Yamato Hotel occupies the top floor

Train and steamer connection, Dairen



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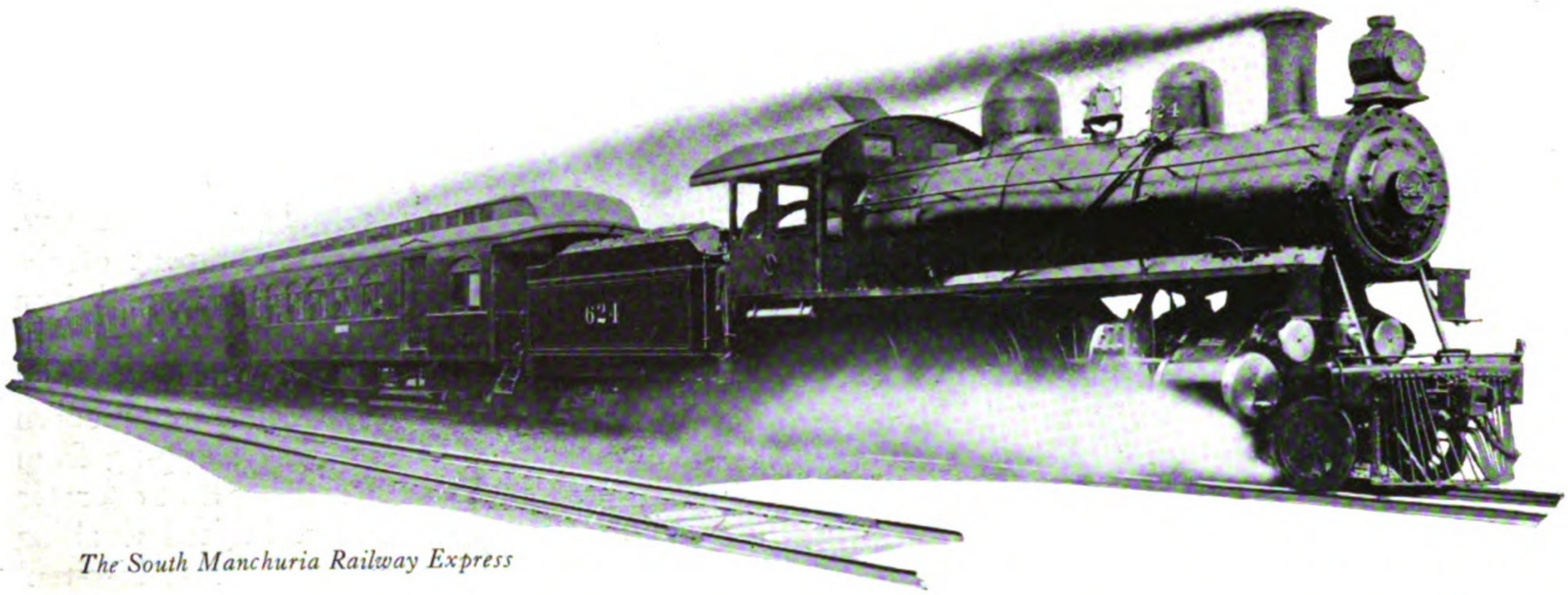

The South Manchuria Railway Express

Head Office, South Manchuria Railway Company, Dairen

ern towns in the United States. They are enterprising, modern, beautifully laid out. These settlements often lie in close proximity to old Manchu cities, and indeed form part of them.

"One of the things that impressed me, as it must impress every visitor to Manchuria, is the extent to which the South Manchuria Railway is responsible for the country's development." So wrote an American upon his return home from the Orient. "The South Manchuria Railway seemed to me somewhat like the soya bean—it was everywhere." Besides its railway lines, the company operates important mines, the Yamato chain of Western-style hotels, scores of schools and playgrounds, hospitals and libraries, and several agricultural experiment stations and research institutes.

This railroad uses practically an all-American equipment of locomotives, coaches and rails. The shriek of these locomotives, across Manchurian plains and through Manchurian cities, is the voice of modern enterprise bringing a rich, modern life to the people of that ancient land.

View of New Section of Changchun

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Dairen

DAIREN, at the point of the Liaotung Peninsula, is the second largest port in China in volume of foreign trade. In the years immediately following the Russo-Japanese War, its total foreign trade averaged about $25,000,000. In 1922 exports amounted to nearly $120,000,000 and imports to more than $78,000,000. It has one of the finest harbors in the Far East, capable of accommodating steamers of 30-foot draft at its piers. As the southern terminus of the South Manchuria Railway it is the trade door of Manchuria—a door that swings wide open to the business men and travelers of the world.

Roof Garden, Yamato Hotel, Dairen

Yamato Hotel, Dairen

The city and harbor represent a romance of development. On the site of a little Manchurian fishing village, the Russians founded Dalny, "The Far Away." Following the Russo-Japanese War the city was renamed Dairen, "Great Connection." Both names have proved prophetic. The city now has a population of about 250,000, two-thirds Chinese and one-third Japanese, with a considerable number of foreign business men and their families. Its fine banks and office buildings, paved streets, modern parks and many factories, with its Oriental life and setting, make it one of the most interesting and important cities of the Eastern World.

Important Features of Dairen Harbor are:

Breakwater—Of concrete, 2½ miles long.
Piers—No. 1—2,404 feet; No. 2—4,213 feet; No. 3—4,190 feet; No. 4—under construction.
Quay Walls—2½ miles for berthing ships.
Warehouses—74, with 340,000 tons capacity.
Open Storage—410,000 tons capacity.
Terminal Tracks—50 miles along the wharves.
Equipment—15 tug boats, 24 steel lighters, 5 floating cranes, 21 wharf cranes, 5 bean oil tanks.
Dry Dock—430 feet long, 25 feet deep.
Coal Jetties, *Junk Wharf* and *Inflammable Goods Pier*.

Picturesque Junk Harbor of Dairen

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Mukden

Banquet Hall of the Old Palace of Mukden

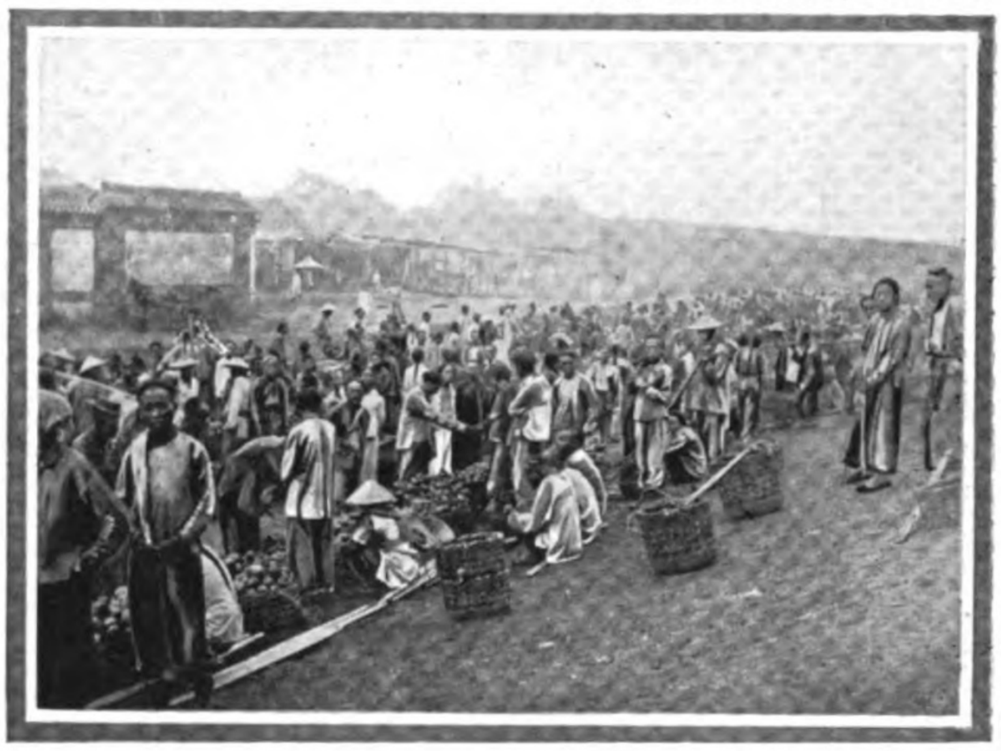
Outer Court of North Mausoleum, near Mukden

MUKDEN is 250 miles north of Dairen on the main line of the South Manchuria Railway. To the East a branch runs down to Antung to connect with the Korean lines, which are operated by the South Manchuria Railway Company. To the West runs the Peking-Mukden Line of the Chinese Government Railways.

Mukden is the point of greatest historical interest in Manchuria. There the Manchus had their capital from 1625 until Shun Chih ascended the throne at Peking in 1644 as the first of the Manchu Dynasty. Since that time Mukden has remained the capital city of Manchuria and has developed into one of the principal industrial and commercial centers of that part of China. The "Battle of Mukden" was the last great land engagement of the Russo-Japanese War.

Among the chief points of interest are the Imperial Mausoleums in a nearby forest, with their castles and storied gateways and paved roads lined with carved figures of lions, camels, elephants, horses, etc. The walls of the Old City are about three miles in length and more than thirty feet high.

Vegetable Market, Mukden



The Main Street of the old Walled Town of Mukden

From their top the tourist gets an enchanting view of busy Oriental streets, theaters, drum towers, temples and, in the center, the imposing, yellow-tiled edifices of the ancient imperial palace. The old part of Mukden, typically Chinese, has much the same fascination as far-famed Peking.

The New Town, much of whose development has been due to the South Manchuria Railway, is a Western-style city of paved streets and substantial office buildings. These, with the every-busy railway station, the thoroughly comfortable Yamato Hotel, and the network of railway tracks, give every appearance of a thriving new city—which Mukden is. A new-old city with a future.

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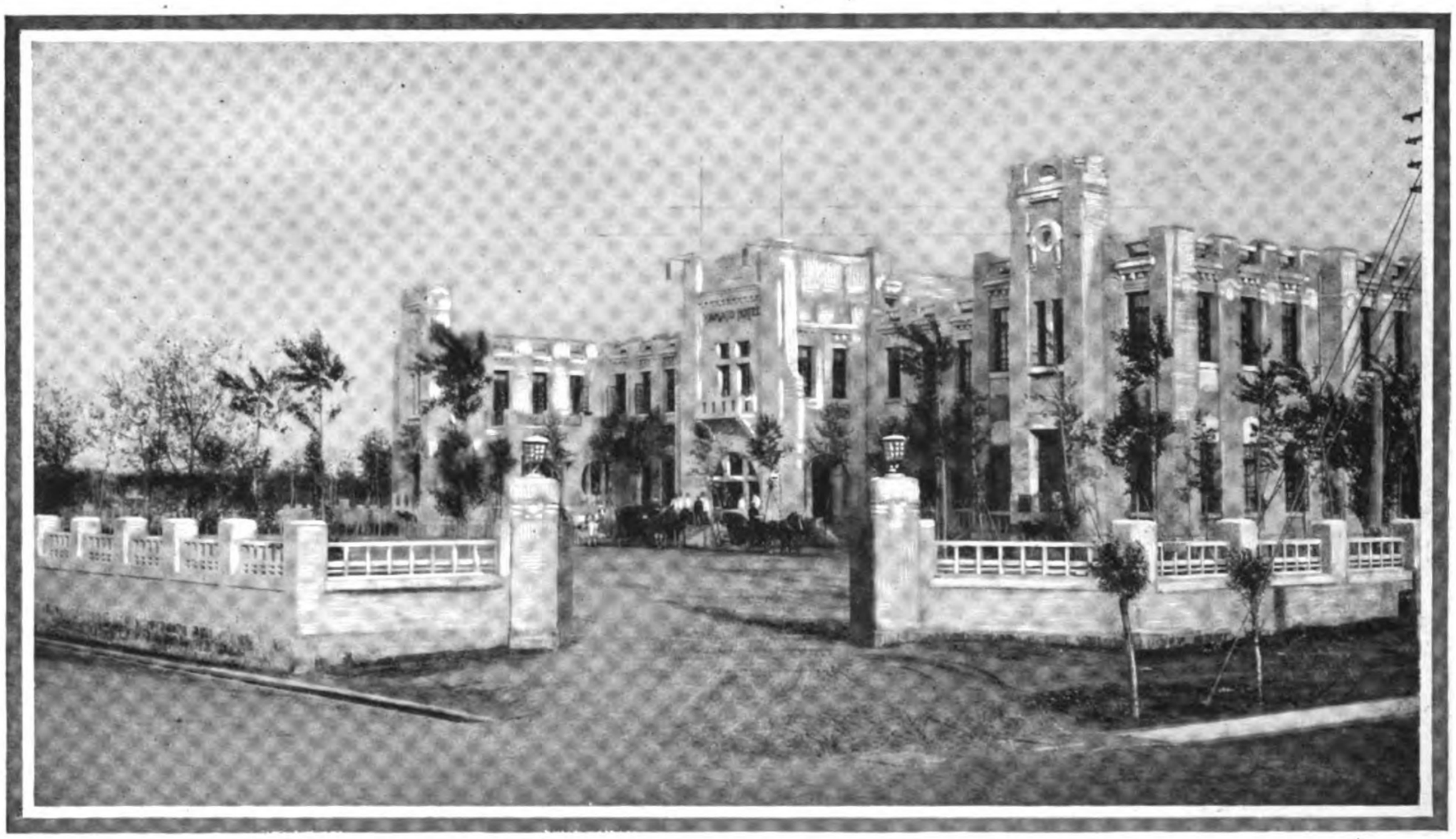
Changchun



Yamato Hotel of the South Manchuria Railway Company at Changchun

CHANGCHUN, at the northern terminus of the South Manchuria Railway, has been called the melting pot of Manchuria. Through its streets Russian droshkies, spike-wheeled Peking carts, rickshaws and motor cars pass in a never-ending pageant. Chinese, Japanese, Russians, Europeans and Americans mingle in its many activities.

At Changchun the South Manchuria Railway meets a branch of the Chinese Eastern, which in turn connects with the Trans-Siberian Railway. Thus, it is an important junction point on the great northern highway between Asia and Europe. A branch of the Chinese Government Railways also runs out to the east to Kirin.

Before the railways came, Changchun was a little Manchurian market-town. Now it is an important trade center. Situated in a fertile valley, it is one of the greatest receiving stations for soya beans.

From Changchun to Harbin, principal city of North Manchuria, is 150 miles.

Street in Chinese Section, Changchun

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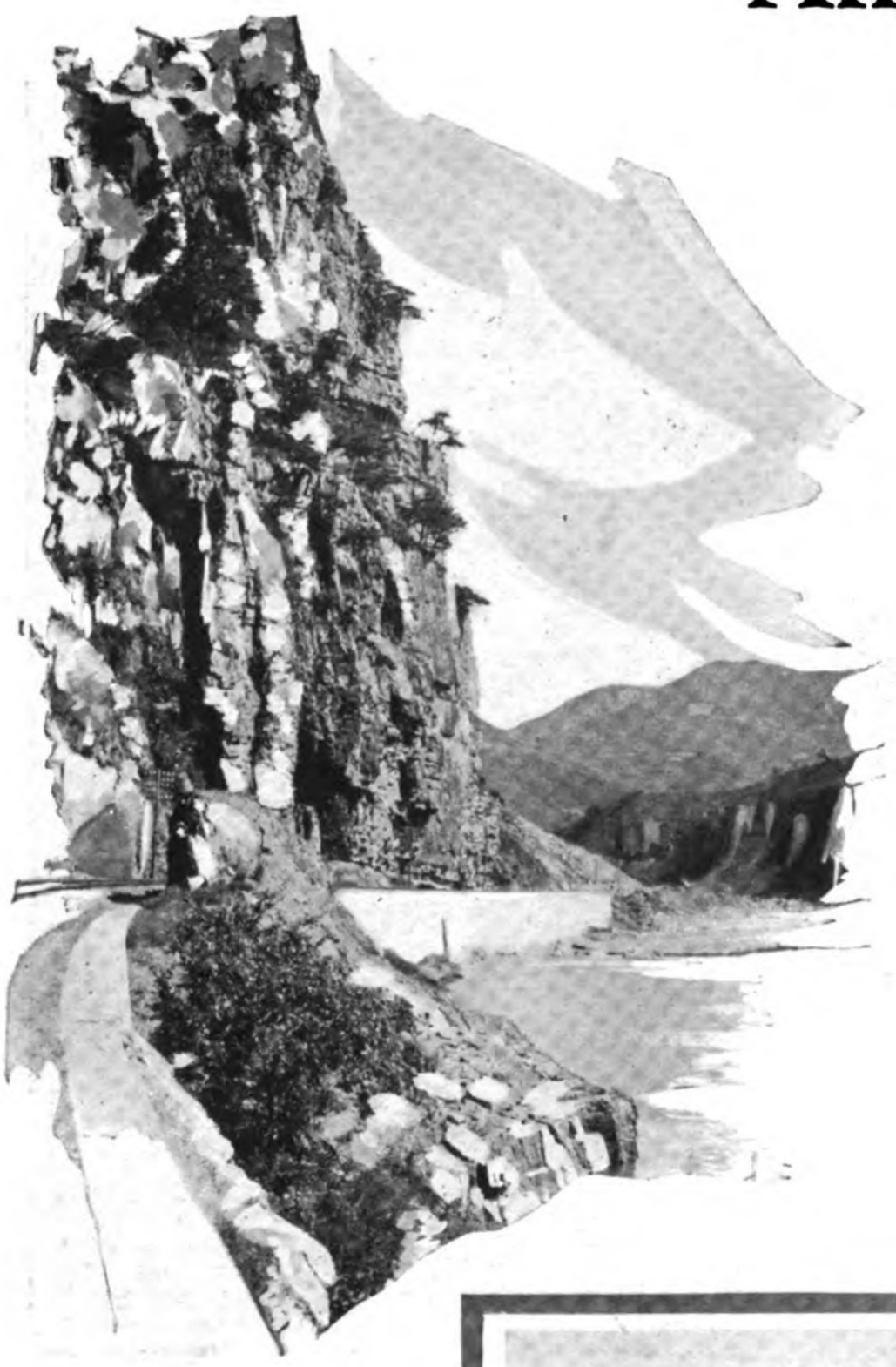
Antung



Scene on Mukden-Antung Line

ANTUNG is near the mouth of the Yalu River which separates Manchuria and Korea. The South Manchuria Railway bridge over the Yalu is one of the outstanding engineering exhibits of the Orient.

To one familiar with the Far East, the name of Antung brings up two pictures—the curiously constructed timber rafts of the Yalu and the picturesque caravans which bring in the *tussah*, or wild silk cocoons, from which pongee is made. The Yalu is navigable for about 300 miles, and along its upper reaches, in Eastern Manchuria and Northern Korea, are dense forests of several commercial varieties of trees.

Several modern silk filatures have been established at Antung, and there are many small concerns using primitive Chinese equipment. Large numbers of reelers formerly in business in Shantung Province have been attracted to Antung by the various advantages offered to the industry and trade by the latter place. Antung is also an important center of the bean oil industry.

In exchange for its lumber, silk and bean products, Antung imports large quantities of cotton yarn, cloth, flour, sugar and other foodstuffs, hardware and kerosene.

The scenery along the Antung-Mukden line, 171 miles, is rugged and beautiful.

Lumber rafts going to Antung down the Yalu

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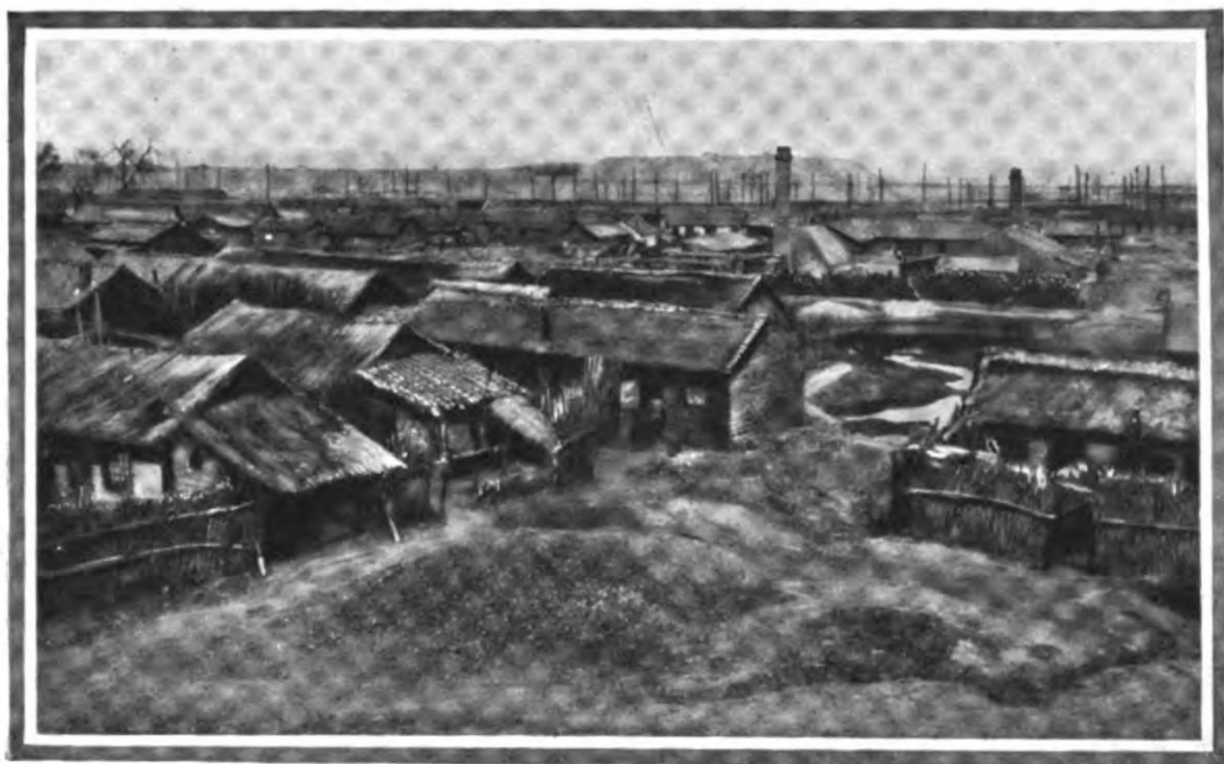
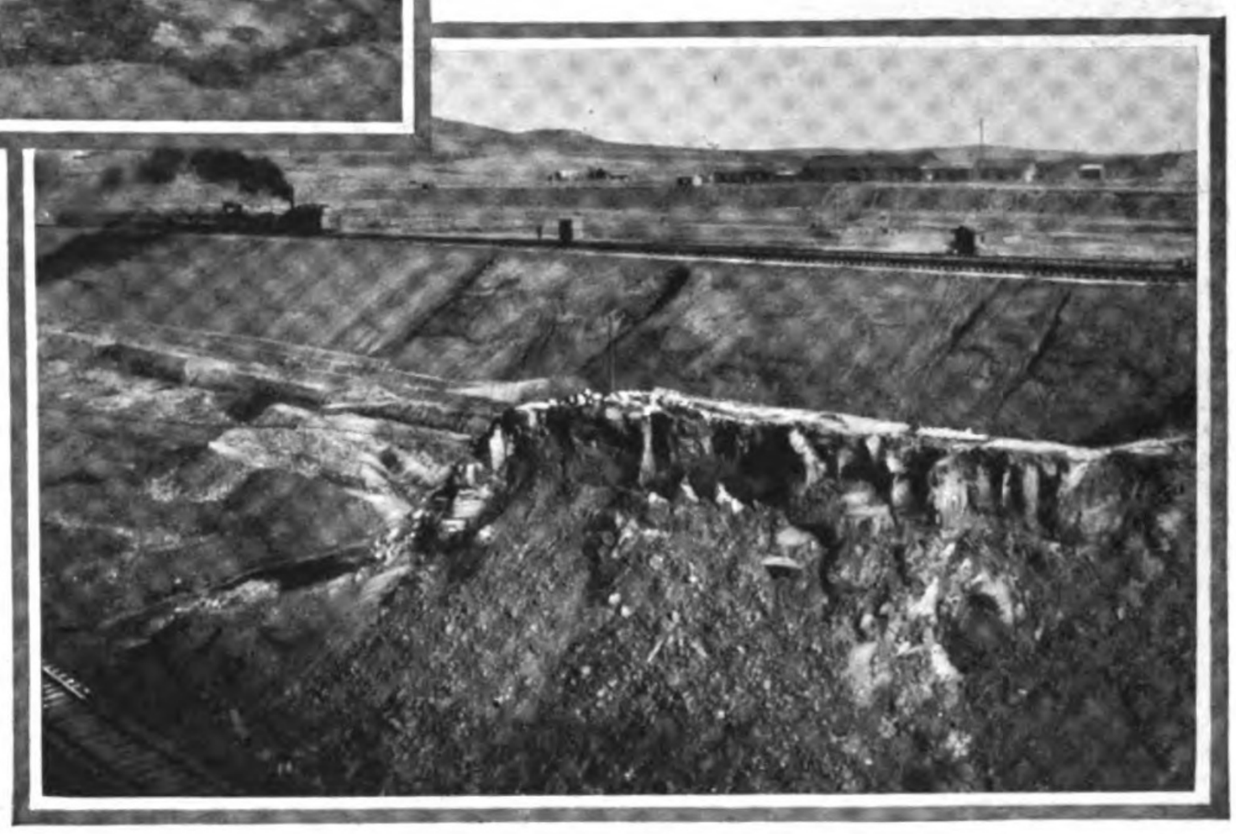
Fushun



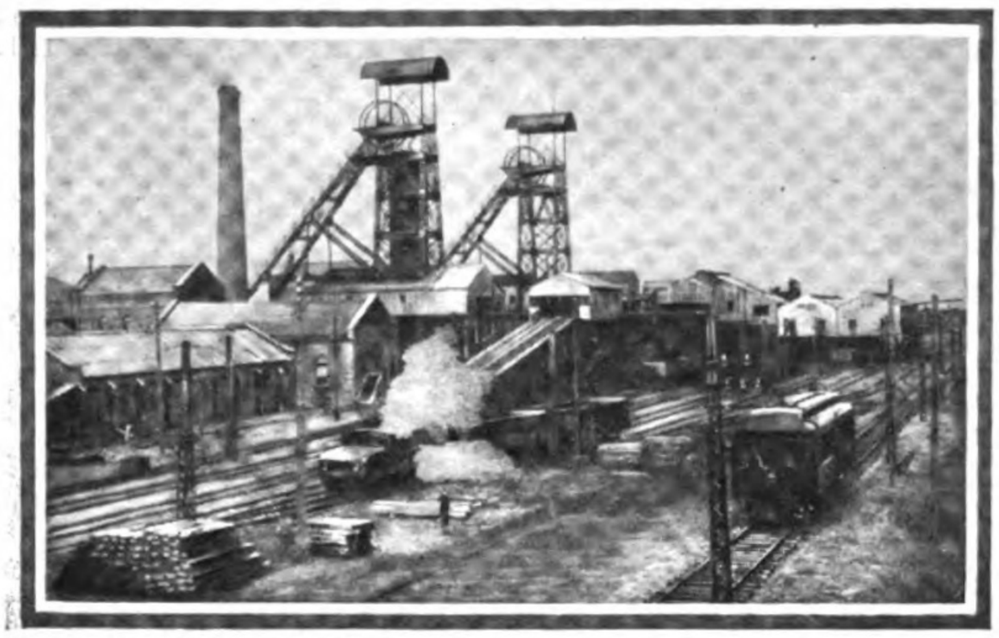
Before—Chinese village at Fushun

ONE of the notable achievements of the South Manchuria Railway has been the development of the great bituminous coal fields at Fushun, twenty-two miles east of Mukden. It is said the Koreans dug coal there as early as the twelfth century, but mining in these fields was prohibited during the Manchu Dynasty because of their proximity to the tombs of the Emperors.

Modern, large-scale operation of the mines began in 1907 when they were acquired by the South Manchuria Railway Company. Extending over an area of fifteen square miles, with seams from 50 to 430 feet thick, the reserves of the Fushun colliery are estimated at 1,200,000,000 tons. The output for the fiscal year ended March 31, 1923, was 4,392,334 tons. The coal is mined by both shaft and open-cut methods. It is of high grade and is in demand throughout the Orient. It yields a good quality of coke, serviceable for metallurgical purposes.



After—Open cut coal mining at Fushun



Togo Pit, Fushun Colliery

Fushun has been made a model colliery town, with modern sanitation and with thousands of well-built homes for the Chinese and Japanese workers, with schools, hospital, clubhouse and auditorium. The mines are equipped with the latest American machinery, 82 miles of electric railway, extensive coke ovens and gas and electric plants.

The growth of Manchuria's railways, industries and foreign trade has been enormously accelerated by the rapid commercial development of these great fuel resources. Owing to the rapidly increasing demand for coal both in Manchuria and in surrounding regions, the South Manchuria Railway Company plans various extensions and improvements at Fushun so that the output may be increased year by year.

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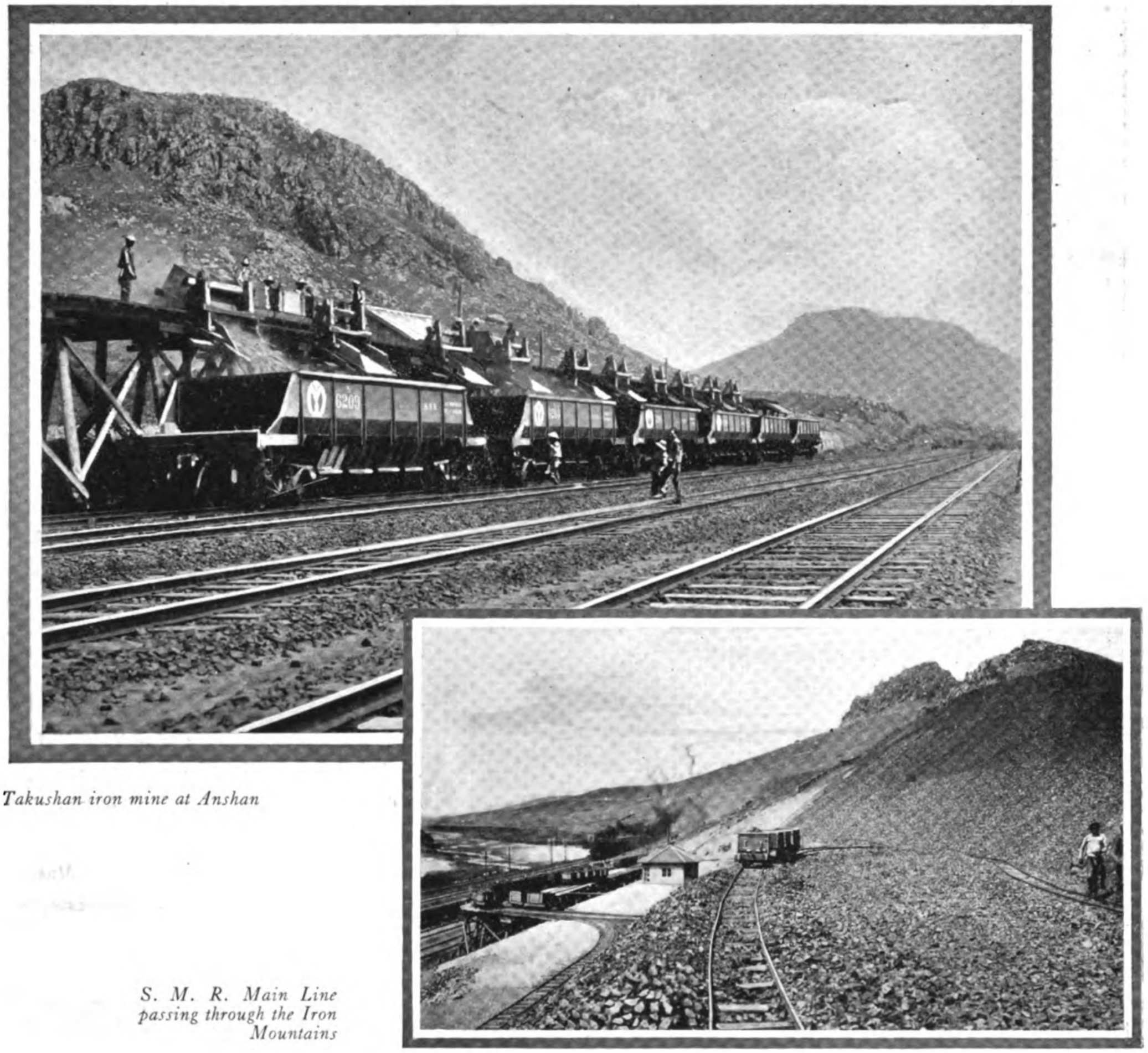
Anshan



Takushan iron mine at Anshan

S. M. R. Main Line passing through the Iron Mountains

THE Anshan Iron and Steel Works, operated by the South Manchuria Railway Company, is at Anshan, near the famous old town of Liaoyang, south of Mukden.

The Anshan district abounds in iron and coal, the Yentai coal mine of the railway company being in this same neighborhood. Iron ore is especially abundant, though not of high grade. It is mostly hematite, with a sprinkling of magnetite, containing about 40 per cent of metal. The deposits in the district are estimated at 200,000,000 tons.

Two blast furnaces have been installed at Anshan, and 74,528 tons of pig-iron were produced in the fiscal year ended March 31, 1923. The plant has 25 miles of railway in operation. Because of the relatively small

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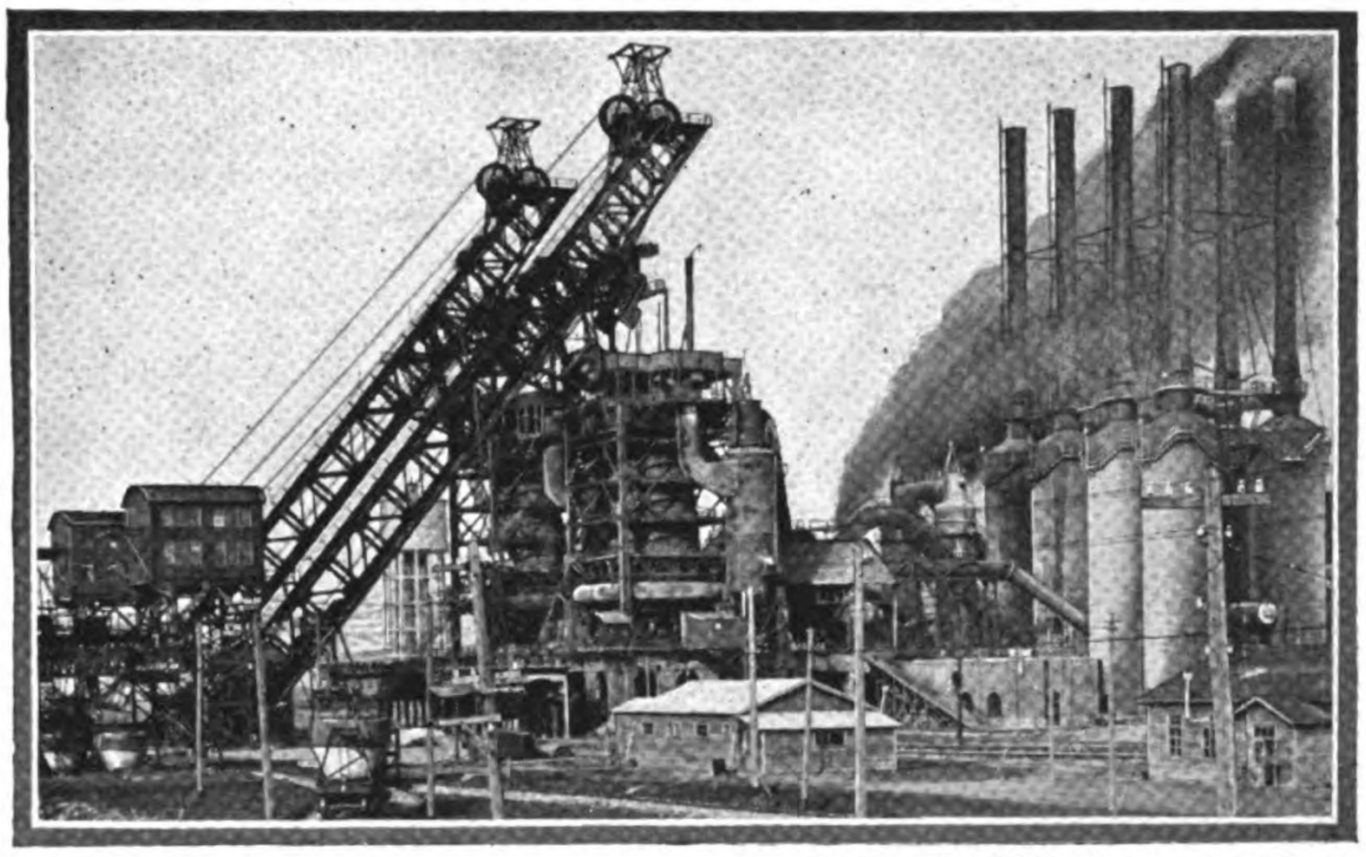


Anshan Steel Works operated by the South Manchuria Railway Company

iron deposits of Japan, the South Manchuria Railway Company is giving much attention to the best development of the resources at Anshan. The latest budget of the company called for several million dollars for extension and improvement of the plant. Officials and employees of the steel works number about 2,500 Japanese and Chinese.

This industrial development has also brought into being a new city at Anshan with broad streets, substantial buildings and water and sewage systems. As in other places where the company has large numbers of employees, schools are provided both for Japanese and Chinese children.

Extensive iron ore deposits are also found along with the coal at Penhsihu, between Antung and Mukden, but these likewise are of low grade.

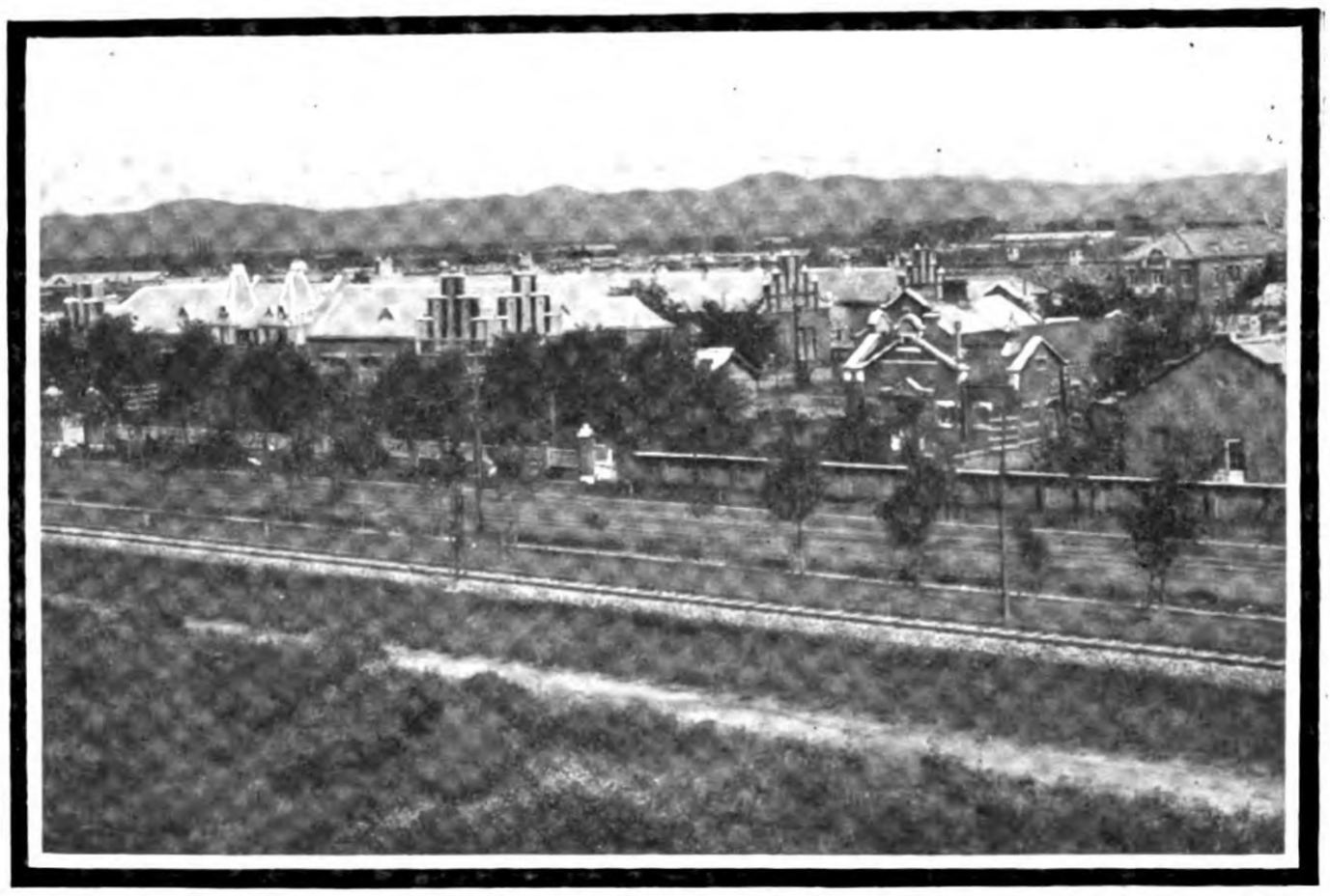
Other Minerals

Before the introduction of foreign capital for the development of Manchuria's mineral resources, gold was the only metal extensively mined. Manchurian gold is mostly alluvial, and so can be mined with a very small capital. Naturally, all the river beds containing gold dust have been ravaged by gold hunters, and in South Manchuria it is only in these worked-out beds that alluvial gold is now collected. Extensive traces of such mining are found in and around the regions of Hsingking, Tunghua and Huanjen. It is asserted by experts that the alluvial gold of these regions came from gneiss which is abundant everywhere in Manchuria, and which always contains some gold. The most extensive alluvial gold deposits in South Manchuria are found in the tributaries of the Yalu and the upper reaches of the Sungari.

Manchuria abounds with limestone, which usually contains more or less magnesite. Near Tashihchiao a magnesite deposit of exceptional dimensions has been discovered. It has proved excellently suited to the making of fire-bricks, and is supplied to the Government Steel Works of Japan and the Anshan Steel Works.

Talc, mica, asbestos, fluorspar, sulphur, nitre, felspar and silica are also found. The South Manchuria Railway Company, through its Geological Institute, is encouraging the development of these resources.

Scene in new section of Mukden



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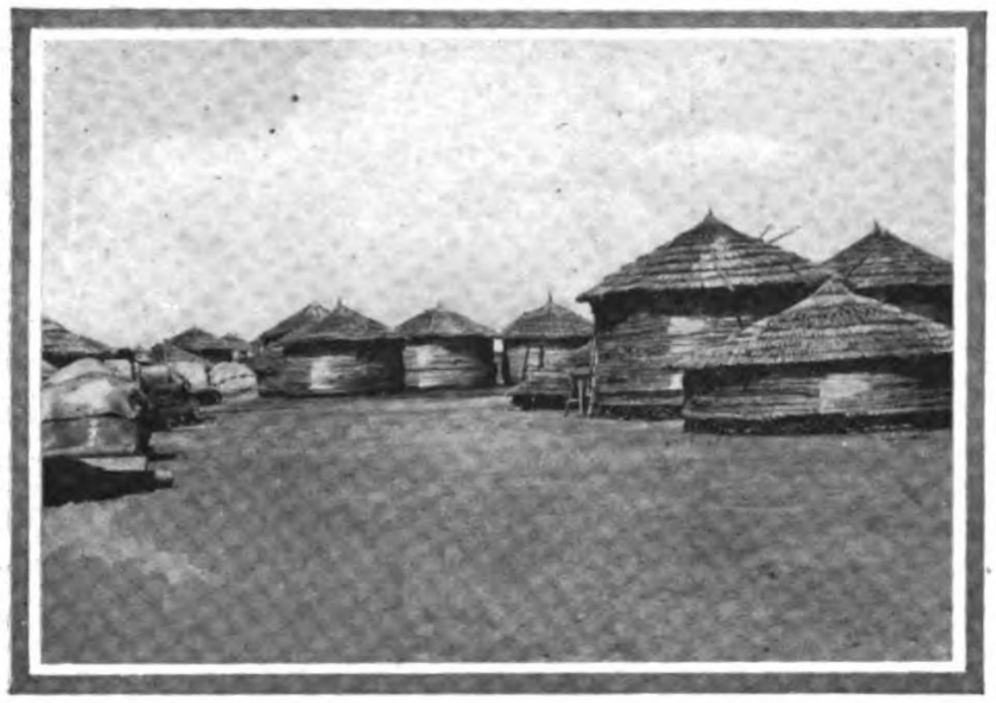
Soya Beans



Native bins for storing soya beans

Train load of bean cake at Dairen

SOYA beans have been an important product of food and general utility in China for five thousand years, but it is only in the last few years that America and Europe have learned of the importance of this staple of Manchuria. The Japanese firm of Mitsui & Co. made the first shipments abroad in 1908. Huge quantities of soya bean oil were imported into the United States during the World War to supply essential raw materials.

With its very high content of protein (40 per cent), the soya bean has been characterized as a "modern manna." Among its many uses the U. S. Department of Agriculture has listed these:

Food Products:

Flour, Bread, Cake, Macaroni, Milk, Cheese, Casein, Confections, Coffee Substitute, Soy Sauce, Soups, Roasted Beans, Boiled Beans, Baked Beans, Breakfast Foods, Diabetic Foods, Lard and Butter Substitute, Salad Oil.

Manufactures:

Glycerin, Explosives, Enamels, Varnish, Linoleum, Paints, Celluloid, Ink, Soap, Waterproofing, Rubber Substitute, Lubricants.

In Agriculture:

Stock Feed, Fertilizer, Green Manure, Ensilage and Hay.

Soya Beans at Kungchuling

The development of a world market for Manchuria's chief product has resulted from the activities of the South Manchuria Railway Company in improving the quality of the soya bean and exploiting new uses for it through its agricultural research laboratories, and in systematizing the transportation and merchandising of the crop. The growth of the industry has provided employment for hundreds of thousands of Chinese. Many of these have been attracted to South Manchuria from other parts of China, especially from Shantung Province.

There is, in fact, a peculiar relation between the soya bean and the South Manchuria Railway. The South Manchuria Railway owes much of its prosperity to the humble little soya bean, and the soya bean owes a large part of its world fame to the South Manchuria Railway Company.

At Kungchuling Experiment Station

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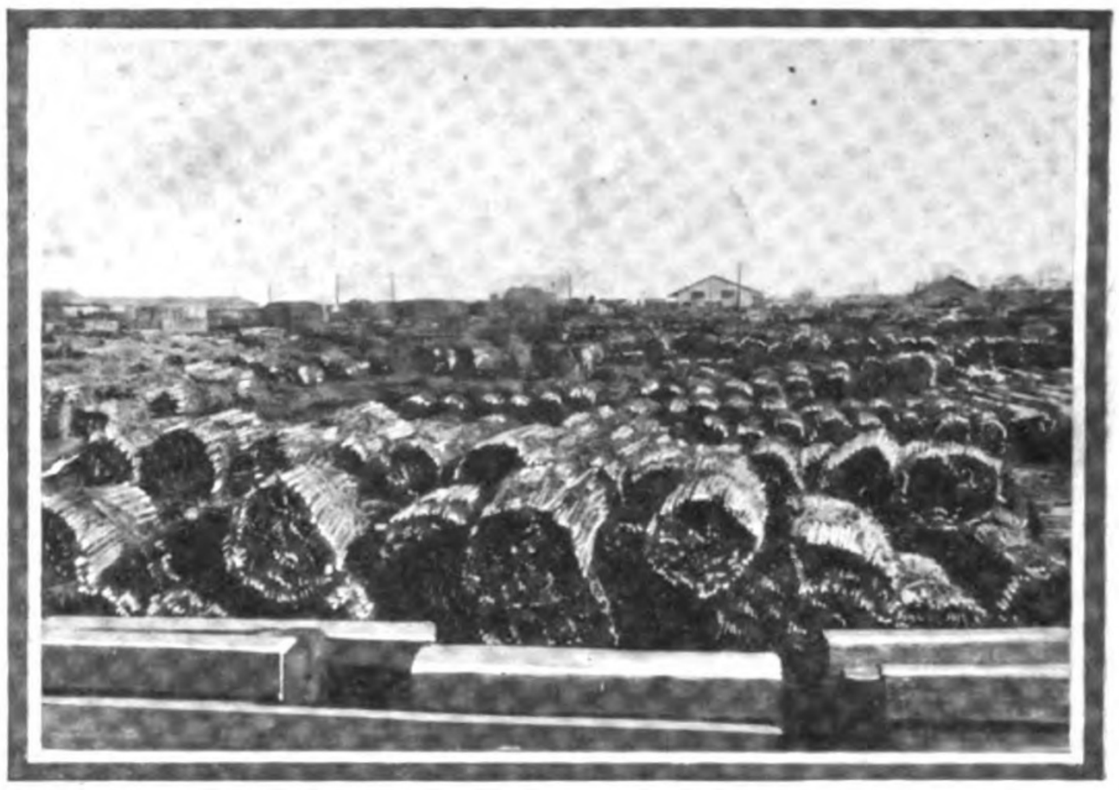
Agriculture

ONE of the chief efforts of the South Manchuria Railway Company has been to improve and extend the agriculture of the country. It has established a system of Agricultural Experiment Stations. The area under cultivation has been greatly increased in recent years, and much thought and expense have been given to improvement of existing crops and to development of new ones suited to the region. Modern methods are taught to native farmers. The company, through its experiment stations, has sought to bring to Manchuria as rapidly as possible the latest world knowledge of scientific agriculture.

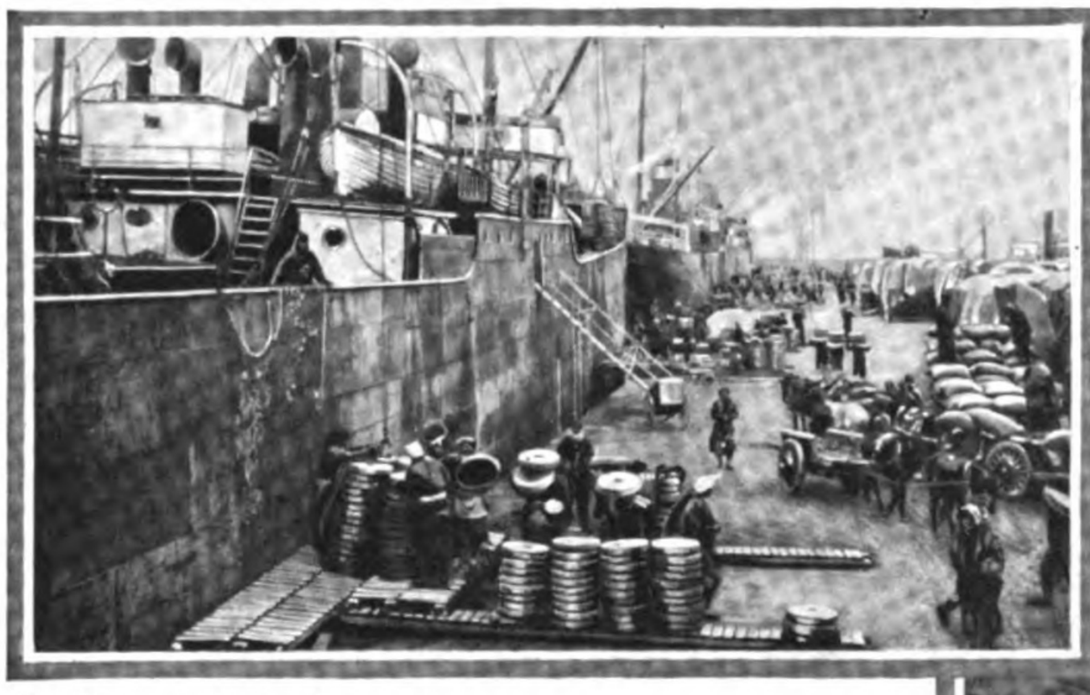


Kaoliang stalks awaiting shipment

At Kungchuling (in the heart of Manchuria, 400 miles north of Dairen) is the main experiment station. Important experiments in animal breeding are being conducted at this station. Merinos from the United States have been bred with the native sheep, increasing the quality and yield of wool, and thus giving great impetus to the export trade.

Much has been done to increase the oil content of Manchuria's chief trade product, the soya bean, and better cultural methods have been taught the farmer. Sugar beets are being grown extensively, and manufacture of beet sugar has been developed as one of Manchuria's important new industries.

The arboriculture work at the Hsuingyocheng experiment station has been productive of important results in reforestation and afforestation. Much of this country was barren of trees. Now orchards dot the southern part of Manchuria; American apples and



Loading soya beancakes, at one of the Dairen piers

Soya beans awaiting shipment at Dairen

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Springtime Festival crowd at Nyang-nyang Temple, near Tashihchiao

grapes have been successfully introduced, and the perfume of acacia and pear blossoms fills the air in springtime. In Northern Manchuria there have been planted many poplars from the wood of which match stems are made.

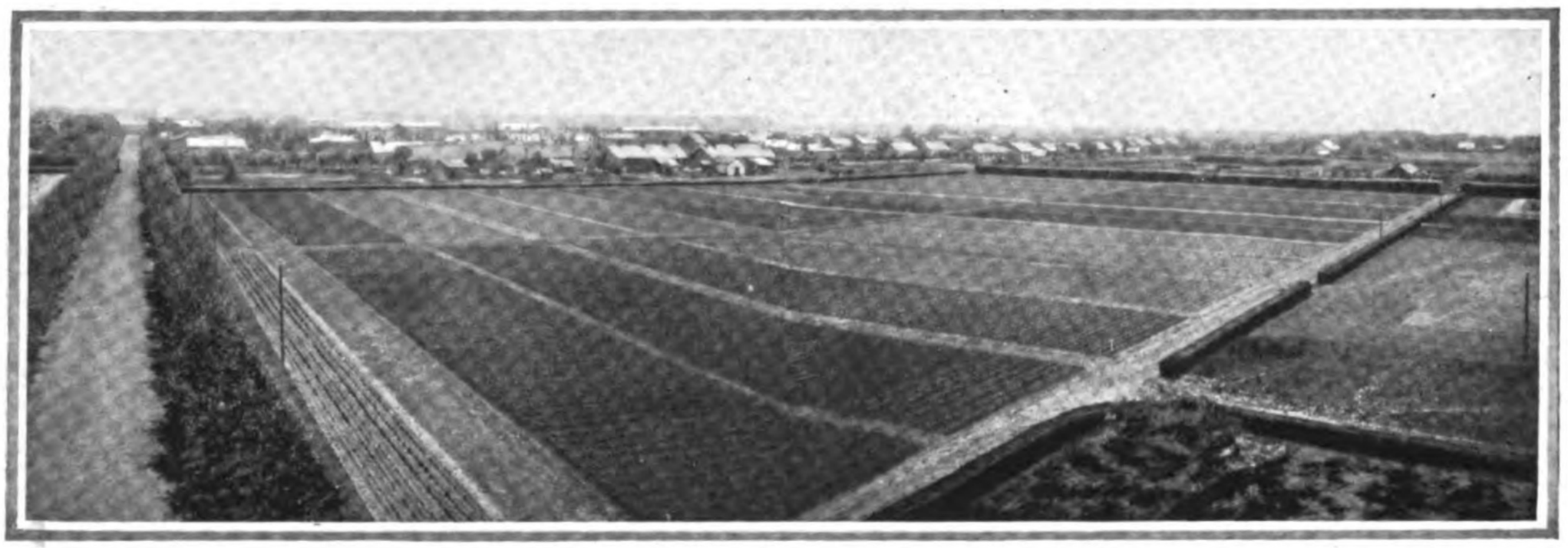
Experiments are going forward at Hsuing-yocheng for improvement in the production of *tussah*, or wild silk, one of the principal exports.

The most important crop in Manchuria is kaoliang, a kind of sorghum, but it is used principally for domestic purposes and is much less important in foreign trade than soya beans. Large acreages are also devoted to millet. Corn is grown extensively in South Manchuria and wheat in the North.

The "Economic History of Manchuria," published by the Bank of Chosen (Korea) in 1921, has this statement about the agricultural features of this region:

"Manchuria is yet the most favored spot for agriculture in the Far East, and its opportunities may well be termed 'immense.' That great mass of level land, extending over the whole of Central Manchuria and comprising the basins of the Liao, Sungari, Nonni and Hulan, the productiveness of which can compare favorably with any part of Japan or Korea, is by itself as large as the whole of the Chinese Peninsula (Korea) or of the mainland of Japan, and, to those who know how little of level land there is in these two countries that is really arable and actually under cultivation, it will not be at all difficult to imagine the wonder in which the two peoples look upon this apparently boundless extension of rich field. An American gentleman with whom the author had the honor of traveling in Manchuria ejaculated, as the train was drawing near to Mukden, 'This is exactly what we see in America,' as though relieved at seeing something homelike after a long journey through apparently endless chains of rugged mountains in Japan and Chosen."

A shadow of the old pastoral age is still visible on the Mongolian frontier and in the western part of Heilungkiang Province, where the inhabitants are engaged largely in cattle raising. Besides, the Manchurian farmers generally keep large numbers of horses, mules, donkeys, oxen and pigs. Sheep and goats are plentiful, especially in Mongolia, where the inhabitants depend largely upon them for meat, milk and cheese.



Plots at Kungchuling Agricultural Experiment Station

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Travel

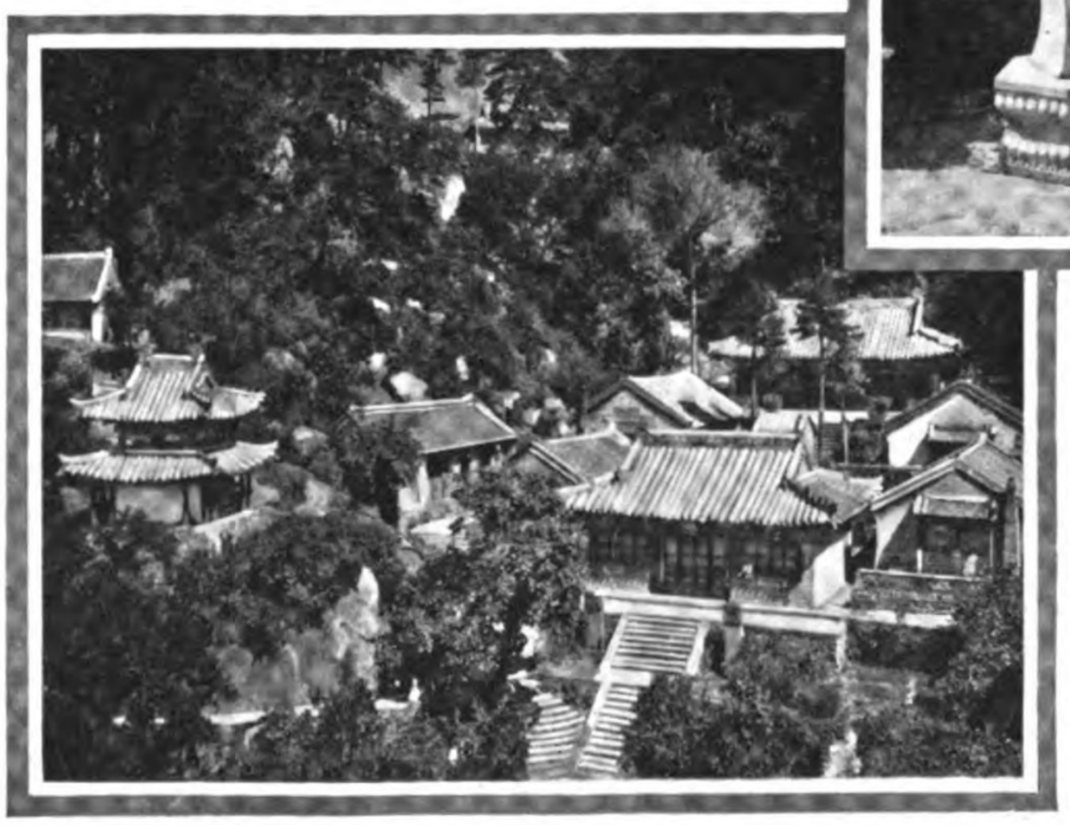
Lama Tower, Liaoyang

MANCHURIA is not only the scene of important developments—new cities, modern industries, scientific achievements, and vast agricultural areas—but there is in this old land of the Manchus a wealth of unforgetable beauty. Mountains with foaming rivers, ancient temples and fairy-like groves; hot springs famous for their curative waters, and, along the Yellow Sea, charming seaside resorts unrivalled in the Orient.

The South Manchuria Railway Company conducts a chain of modern hotels located at various important points along its lines. These include the Chosen Hotel in Seoul, and others at Fusan, Shingishu and Kongosan (Diamond Mountain) in Chosen (Korea); the Yamato Hotels in Dairen, Port Arthur, Mukden and Changchun, Manchuria, and the seaside resorts at Hoshigaura, near Dairen, and Ogondai (Port Arthur). Each has its own local charm, at the same time affording such conveniences and comforts as are particularly enjoyed by American travelers in a foreign land. These hotel comforts match the speed and comfort of the powerful locomotives and standard Pullman cars of the South Manchuria Railway trains.

The shortest route between Tokyo and Peking, the two great capitals of the Orient, is by way of the South Manchuria Railway

Sun dial at Chienshan Shrine



Temple and Monastery in Chienshan Mountains

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Yamato Hotel, Hoshigaura

Chosen Hotel, Seoul, Korea

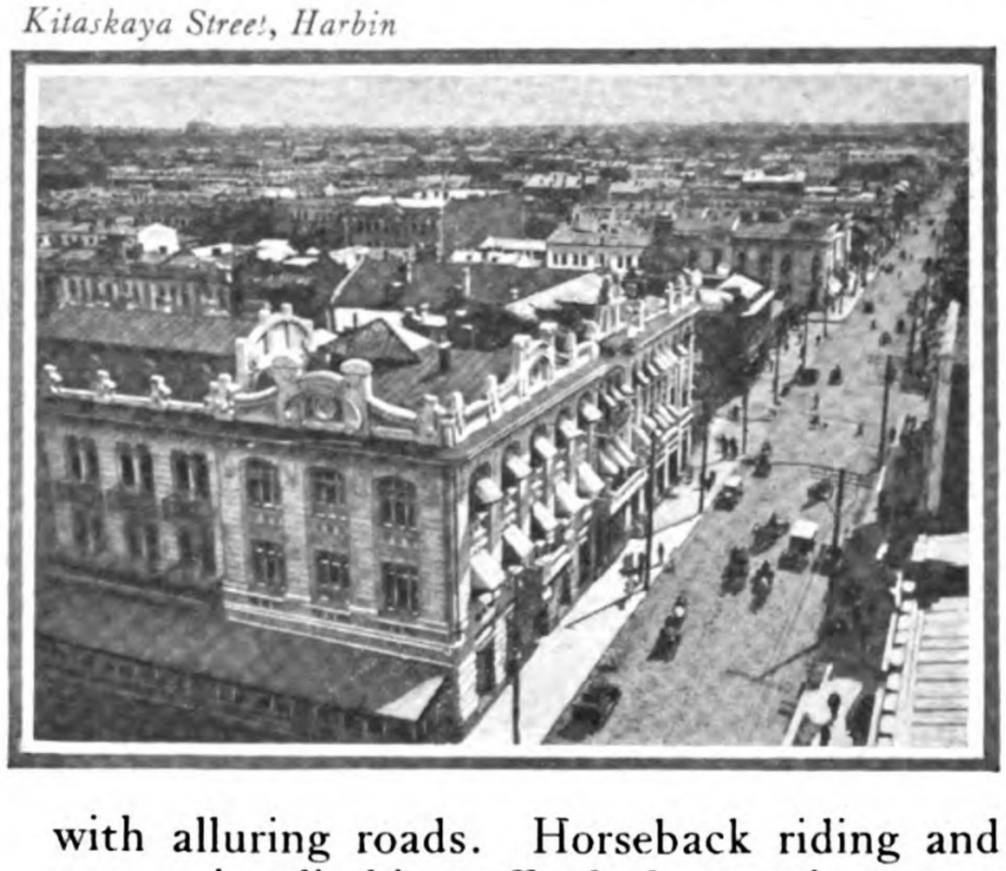
through Korea and Manchuria. Both these countries have their own distinct appeal to the traveler and man of affairs, and no Oriental trip is complete without a visit to them.

Besides the principal cities with their myriad attractions, there are several resorts of particulai appeal. Hoshigaura, or Star Beach, near Dairen, offers bathing, tennis and golf. Ogondai (Port Arthur) is a beautiful beach resort, with pine-clad hills, a historic battlefield, cozy bungalows and a comfortable hotel. The Hot Springs at Hsiungyocheng are of great medicinal value, situated in the midst of picturesque mountain scenery.

Chienshan, or "The Thousand Peaks," is a beautiful mountain range south of Mukden. Among the peaks cluster temples where the traveler may find hospitality and enchantment. The green ridges of Chienshan are broken with cataracts and craced with alluring roads. Horseback riding and mountain climbing afford the tourist many delights.

Sheep grazing at Kungchuling

Kitaskaya Street, Harbin



The Hot Springs of Tangkangtsu are near Anshan and near the Chienshan mountains.

Wulungpei is a beautiful spa near Antung, in a beautiful mountain valley. These springs have been modernly developed.

Distances between principal cities on the trip through Korea and Manchuria are as follows (connections with the South Manchuria Railway shown in parentheses):

Tokyo to Shimonoseki (by Japanese Government Railway) 24 hours.
Shimonoseki to Fusan (by Japanese Government ferry-steamer) 11 hours.

Fusan to Seoul	10 hours
Seoul to Antung	11 "
Antung to Mukden	8 "
Mukden to Changchun	6 "
Changchun to Harbin (by Chinese Eastern Railway)	7 "
Mukden to Dairen	12 "
Dairen to Port Arthur	1 "
Mukden to Peking (by Chinese Government Railway)	24 "
Dairen to Tientsin (by steamer)	24 "

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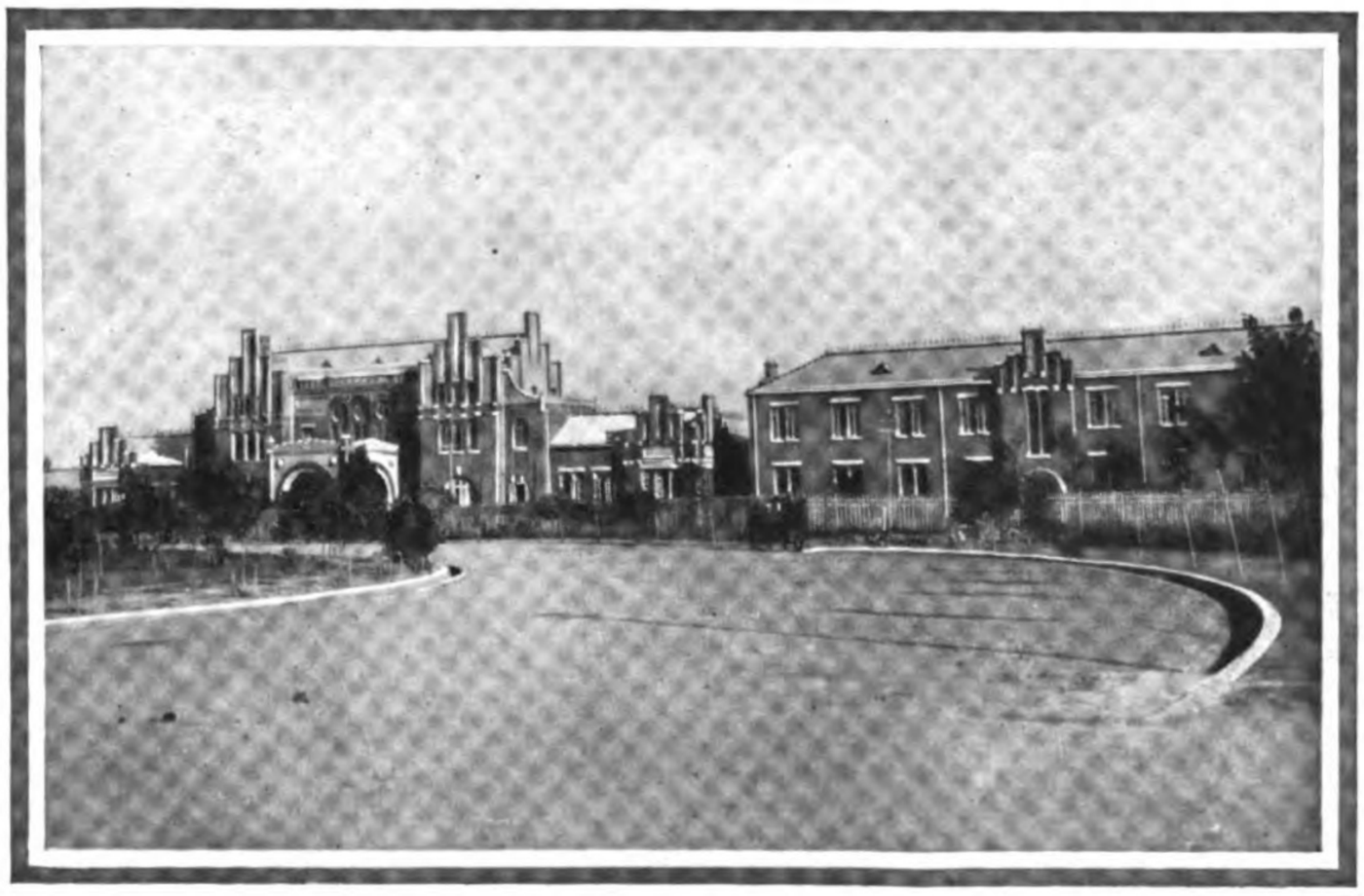
School for Chinese Children in Manchuria

Public Welfare

THE South Manchuria Railway Company has not been content to develop merely the material resources of the rich territory it serves; it has bent its energies to the spread of modern civilization in this ancient land of the Manchus. Recognizing that education is the foundation of progress, the company has established 91 schools and 14 playgrounds for both Chinese and Japanese students. These educational institutions range from elementary schools to an industrial college and a medical college. The South Manchuria Railway provides passes for school children and arranges its schedules so that trains stop at places where there are schools outside the regular station areas.



Mukden Hospital operated by the South Manchuria Railway Co.

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The railway company has established public libraries at Dairen and Mukden and branch libraries in all the important cities of Manchuria. Numbers of circulating libraries carry entertainment and instruction to those who live in smaller places.

To promote public health, modern methods of sanitation, medicine and surgery have been introduced. Twenty-one hospitals have been built by the railway company. A fine new hospital building to cost $1,500,000 is now under construction in Dairen. At the hospitals an average of 1,250 patients were treated daily in 1921. In most of these institutions scientific courses in nursing are given; and in some, schools of pharmacy are also conducted.

Auditorium for entertainment of workers, Fushun Colliery

For the purpose of giving Manchurian industry the benefit of the world's scientific knowledge, and at the same time promoting independent research in applied science, the South Manchuria Railway Company has organized three major research institutions: The Central Laboratory at Dairen, the Geological Institute at Dairen, and the Agricultural Experiment Station at Kungchuling, with branches at other points.

These institutions have brought to Manchuria the results of scientific research in Europe and America, and have been of inestimable value in developing the resources of the country. In these institutions young men educated in various universities and technical schools are encouraged to make new discoveries, invent new processes, find new uses for materials, and teach the native tillers of the soil how to "make two blades of grass grow where one (or none) grew before."

By means of these various enterprises the South Manchuria Railway Company has been the leading factor in changing Manchuria from the wilderness which it was a few years ago to a new land of prosperity and progress.

Study Room of Dormitory of Primary School for Chinese boys at Changchun.

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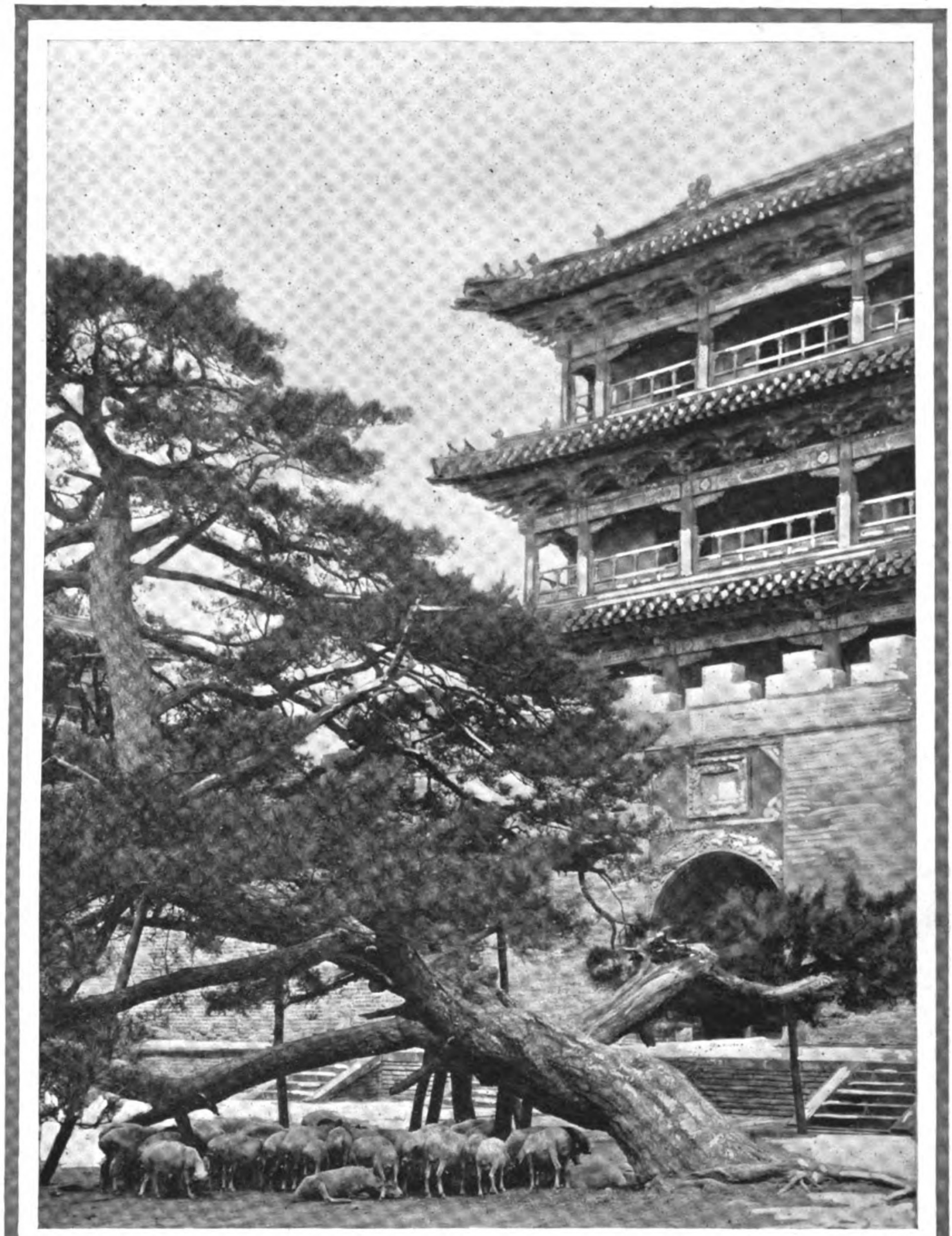

East Mausoleum—Mukden

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This is the sign under which South Manchuria has been developed. The "M" is for Manchuria; the middle figure represents a cross section of a steel rail—therefore, "Mantetsu" in abbreviated Japanese, or "Manchuria Railway."

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